ELECTIONS TO THE PUBLIC ACCOUNTS AND STANDING FINANCE COMMITTEES.

PRESIDENT: I have an announcement to make. Under Rule 79 of the Travancore Legislative Rules, soon after the commencement of each financial year, a committee on Public Accounts has got to be constituted. Of the three non-official members of the Committee, two have to be elected by the non-official members of this House and one by the non-official members of the other House. Similarly, three non-officials have also to be elected to the Standing Finance Committee, two from this House and one from the other.

The practice, I understand, in the past has been to conduct the election by ballot. As the two Committees have to be constituted at the commencement of each financial year, a day has to be fixed for the election of the members from this House during this session of the Assembly. I have therefore to fix a date and hour as well as the method of election. I think it will be convenient to Honourable members if I should fix Friday, the 2nd August, immediately after the business of the House is over, for the purpose of conducting the elections. The elections will, as in the past, be by ballot and the elections would be proceeded with either by the Deputy President or one of the gentlemen who are in the panel of chairmen, whoever happens to be present at the time. I considered it neceessary to make as early an announcement as possible for obvious reasons.

VOTING ON DEMANDS FOR GRANTS—(*contd.*)

DEMAND II—PUBLIC WORKS—(*contd.*)

PRESIDENT: The next business is voting on demands for grants When the House adjourned yesterday, motion No. 160 was under discussion.

Motion No. 160. (*contd.*)

MR. POTTAYIL S. KRISHNA PANICKER (*Shertala II*): Sir, I have very great pleasure to support the motion before the House. It is a matter of common knowledge that the rural parts of Travancore lack in sufficient means of communication. Year after year, funds are being allotted in the Public Work Department Budget for the construction of roads, bridges, and culverts; and we have, Sir, a large number of Executive Engineers, Assistant Engineers, Sub-Division Officers and Section Officers. But in spite of the fact that the department has a full army of able and competent men, the funds that are being sanctioned for the works are being allowed to lapse year after year.

Sir, it is a matter of great regret that my constituency, I mean the taluk of Shertala, lacks very much in the matter of means of communication. Repeated representations have been made both by representation on the floor of this House and by memorials presented to the succeeding Dewans of Travancore that we should be provided with sufficient meaus of communication; and though the Government have been pleased to sanction funds, though not in full, at least to a certain extent

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[Mr. Pottayil S. Krishna Panickar.]

for providing means of communication for Shertala, the Public Works Department has been systematically allowing the funds to lapse.

As an illustration on that point, I may draw the attention of Government to a simple fact. Since the year 1928, funds have been systematically allowed for the construction of two small foot-bridges, across the Kuthiatodu—Veluthulli canal at an estimated cost of Rs. 9,000. For the last seven years, funds to the extent of more than Rs. 10,000 have been supplied regularly in the budget year after year; but hitherto I am sorry to find that only Rs. 1,800 has been spent by the Public Works Department. I may say, Sir, that even that sum, that is alleged to have has been been spent upon the particular bridge, has been a waste. Excepting two small pillars that have been erected, nothing has been done and those pillars stand there to do damage to to the canoes that ply in the canal. That is a very sorrowful state of affairs because, even though funds are being provided annually, the department has not been able to finish the work.

Even last year, as I said, I made representations both to the Executive Engineer and to the Chief Engineer himself that such a thing should not be allowed to continue in regard to my constituency which lacks in means of communication; and the Chief Engineer, if I remember right, even last year assured me that not even a rupee that has been allowed for the Shertala taluk would be allowed to lapse. In spite of that very warm assurance, I say that this work still remains unfinished or rather not even properly attended to.

As another instance, I shall bring to the notice of the Government that a sum of Rs. 4,000 and odd has been provided for an urgent cross-road in my constituency, I mean for a road to the Thirumala Devaswom at Thuravur. Under some pretext or other, the amount has been allowed to lapse in the last year's budget. So I once again bring to the notice of Government and the department that such funds allowed for my constituency should not be allowed to lapse and greater attention should be bestowed in executing works for which funds are provided.

MR. S J. NAIR (*Nedumangad*): Sir, the absence of a definite policy on the part of the Public Works Department in the matter of completing works that were begun once, is most unsatisfactory. As an illustration, I shall point out some works that were undertaken by the Public Works Department with regard to the construction of roads in my taluk, I mean Nedumangad taluk. Sir, there was a scheme on the part of the Government about the construction of Chittar road. That road has three sections. One section is the road from Kallambalam to Nagarur. That section was completed about eight or nine years ago. The second section is from Nagarur to Vamanapuram covering a distance of about 4½ miles. This work has not yet been undertaken and it still remains unworked and neglected. The third section is the road from Karattu Junction in Vamanapuram to Palode, which has a distance of about 12 miles. Of this road, about 9 miles has been completed about five years ago and there remains only a distance of about 2½ miles.

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But, since the Public Works Department has not completed the construction of that section, I mean the construction of the 2½ miles road, that section of the Chittar road *i. e.*, its third section that begins from Vamanapuram and goes to Palode remains practically deserted.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Were there not interpellations about this yesterday ?

MR. S. J. NAIR (*Nedumangad*) : There were; and not only yesterday ; there were many interpellations on the subject in this Chamber on former occasions also, but the authorities have not done anything in the matter even this year. They have not provided a single pie for the completion of the road In spite of the fact that about 9½ miles out of 12 miles have been constructed about five years ago and there remains only a distance of 2½ miles for its completion, it is a pity. But no provision is made in the coming year's budget for its continuence and completion. That is why I bring to the notice of Government that there is no continuity for the policy of road construction for the P. W. D. It is a very deplorable state of affairs that a road, the construction of which is three-fourths completed, is left neglected.

Sir, there is another road that starts from Thanimood in Venkavila and going to Anad and connects the Anad-Venjaranmood road at its 3rd mile stone This has got only a distance of about 2½ miles. Out of the distance of 2½ miles, Government have constructed one mile about five years ago , and with regard to the remaining 1½ miles, nothing has been done as yet, so much so that the money spent on that one mile became a waste.

There is yet another road that runs from Vidura to Valia Vengaud. That has a distance of about 3½ miles, out of which 1½ miles has been completed. The Public Works Department has not done anything with regard to the remaining 2 miles. The above roads, the construction of which has been begun, remain incomplete. There is another road also known as Karipoor road in Nedumangad town. This starting from Nedumangad town goes and connects T. P. road. That road has a distance of about 4½ miles. Only a distance of 1½ miles was constructed last year. For the remaining portion of three miles an allotment of Rs. 1,000, if I remember correctly, is made in the coming year's budget. At least Rs. 3,000 ought to have been allotted for the completion of the road. If it is completed, it would be of very great use to the people, Sir.

This sort of absence of a definite policy, this sort of doing things in an haphazard manner and fashion on the part of the P. W. D., namely, to begin some works, spend big amounts and then leave them incomplete for years together has resulted in nothing but waste of public money. So I would request that, once the construction of a road or a building is taken up, the construction must be continued and completed in the same year or during the course of a few years and should not be left incomplete.

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[Mr. S. J. Nair,]

With regard to the other means of communication, I may bring to the notice of Government that our condition is most pitiable. Due to the absence of sufficient means of communication, the people of Nedumangad have been suffering very much for the past many years. Even during the time of the recent malaria epidemic, the Public Heath Department or private presons were not in a position to render help not only by way of medical relief but other reliefs also due to the absence of sufficient means of communication. In my taluk, there are ever so many persons who are willing to surrender any extent of land free of compensation for the construction of roads. I would request the Government, Sir, that these lands are taken up and roads constructed there. The allotment of Rs. 1,000 made in the coming year's Budget for the construction of Kallara—Aruvipuram trace, one of the most important and beneficent traces in the taluk to be converted into a cart road, is too meagre. More money ought to be allotted and the work completed as early as possible. The construction of Aruvikarai trace, Pirappancode-Pothencode trace, Erinchayil trace, etc., ought to be taken up and worked out.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*): Sir, I have great pleasure in supporting this motion, especially for the reason that the requirements of my constituency are not properly attended to by the Government. The Chief Engineer, I am afraid, has not been travelling very much in my constituency because it is rather the most difficult part of the country to negotiate. There are not very many roads in that part of the country excepting perhaps the main road. We have been pressing upon the attention of the Chief Engineer for the completion of several roads, especially the Pattazhi road which connects the Pattazhi Village and temple with the main central road. To our request to the Chief Engineer for the construction of the two roads which pass through Ayyarkala, one to Kunnattur and the other to Puthur, and for the construction of some protective works for the purpose of protecting the Ayyarkala fields from inundation by the Kallada river every year, the answer is no funds. Now, Sir, if the Chief Engineer was satisfied of the absolute need for these roads for which people have been clamouring for a long time, I think he would have pressed upon the Government the necessity for it and got sufficient funds sanctioned. This he can do only by travelling in the taluk.

But at the same time, Sir, I feel that, when the Department is not able to spend the allotment made for it, we cannot blame the Government for not allotting more funds for it. From the Audit and Appropriation Report for 1109, we find that Rs. 50,000 and odd allotted for the P. W. D. lapsed. It is surprising that this should have happened when the need for more means of communication is urgently felt. It would have been a great thing if that money were spent in my constituency for the completion of certain roads. Now, Sir, if, on the other hand, the Government do not sanction enough money for the Department, it is the Chief Engineer's duty to bring pressure upon the Government to sanction more

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money, pointing out to Government the pressing need for more communications. So far as Government are concerned, it appears to me that the plea of lack of money is not a proper one. If proper retrenchment is made in all directions, it is possible to find enough funds to meet the requirements of the country. All that I wish to point out is, so far as communications are concerned, the requirements of the country should not be met with the plea that there are no funds and so no roads can be constructed. With these few words, I heartily support this motion.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Sir, I also wish to support this motion. My friend Mr. Asan, the author of the motion, drew the pointed attention of the House to the fact that there are in Travancore a large number of roads which are half-finished. Money has been spent for providing communications and no substantial result has been obtained out of it on account of the fact that those roads do not connect the places that were intended to be connected. And the money that has been already spent is a waste so long as those roads do not connect up with roads in other parts as originally intended. This motion for a cut in the travelling allowance of the Chief Engineer is intended to press upon the necessity of his noticing this fact whenever he travels next year. Further, a general scheme with a view to complete these works within a definite period and also to provide for a road fund from the amounts that are not spent should be taken up by the Chief Engineer. Without taking up this work in a serious manner to complete them within a specified period the money that has been already spent on these roads which are left unfinished will be comparatively a waste because these unfinished roads do not benefit the people in any way.

Sir, I had been pointing out that two roads in my constituency have been left unfinished for the last so many years. They have not progressed even an inch from the state in which they were left up till now. This year I find that, out of an estimate of Rs. 21,000, only a paltry sum of Rs. 3,000 is provided. I request the Government that they will take care to see that this work is finished as early as possible. With regard to another road for which provision was made in the Budget some years ago, it is now without any provision. These two roads are very well known to the Chief Engineer himself, because I have myself made representations to him on these specific roads. Sir, the necessity for the finishing of incomplete roads is an urgent one and I press upon the attention of the Chief Engineer the immediate necessity for creating a road fund for the purpose of completing these half-finished roads. With these few words, I support the motion.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Sir, I also wish to support the motion. The condition of communications in Travancore at the present day is, indeed, unsatisfactory. The principle of providing good roads has been accepted by the Government long ago and it is evident from the increasing allotments Government make year by year. In 1100, the Budget amount for this item was Rs. 7 lakhs, in 1105, Rs. 9 lakhs and in 1110, Rs. 10 lakhs. But, Sir, due to the absence of any

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[Mr. T. Krishna Pillai.]

consistent and systematic policy, the money expended has been done without any commensurate advantage to the people. Same is the case with the irrigation works as well. After insistent demands of the people, a new section known as irrigation section was organised in the P. W. D. The history of this section also tells a sad tale. The method of selecting the work, the manner of executing the same—and also I may say the meagre allotments made for important works—all these bespeak only the desire of Government and the officers to show much in papers. Also, Sir, in this connection I am constrained to say that the more the Dewan reposes reliance and confidence on many members on this side of the House with respect to our representations, the more incredible and incompetent we become at the hands of his trusted lieutenants. This is evident from the fact that, though, by repeated representations, interpellations, and references in this Assembly, we have brought to the pointed attention of the Chief Engineer certain works which require his attention immediately, none of these works were taken up. As an illustration, I may refer to the present condition of the Kottukal *Ela* in Neyyattinkara taluk. Sir, in 1080 or so, the whole *Ela* was inundated. This *Ela* is the best in respect of fertility and biggest with regard to area in the whole of Neyyattinkara taluk. It was inundated in 1080 and the whole *Ela* was left to lie fallow for a long time. But after repeated representations made to Government, a proposal for constructing a channel on the eastern side of the *Ela* materialised and a huge amount was spent on that. A channel on the eastern side of the *Ela* without one on the western side also is of no use to the cultivators. And this fact was brought to the attention of Government times out of number. So, Sir, what I would strongly urge upon the attention of Government in general and of the Chief Engineer in particular is that Government should never embark on such big schemes or undertake new works in such a haphazard, irresponsible manner, as beginning in all earnestness and after doing something leaving it off unfinished. A bold, consistent, difinite policy must be pursued by this department especially because this is the one department which consumes the lion's share of the income of the Government. With these few words, I support the motion.

MR. K. M. KURIAKOSE (*Muvattupuzha II*): Sir, in supporting the motion I would draw the attention of the Chief Engineer to the needs of two roads in my taluk which require immediate attention. One is from Mamala to Piravam. This road was started so early as in 1100. Much money was spent on this road which is still left unfinished. Last year, an amount of Rs. 2,000 was sanctioned in the Budget for the completion of the last two miles of the road. But like many other allotments, this also is allowed to lapse. This year I do not find any allotment made for this road. But under item 58 *i. e.*, under "works in progress', there is an allotment made for "Nemalai-Piravam" road. Perhaps it might be Mamala-Piravam road. That may be a printer's

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devil. If that is so, I have some satisfaction and my only wish is that at least this amount will never be allowed to lapse. The importance of this road is that it, when completed, will indirectly influence the revenue of the State. It is situated on the western frontier of the State and the region through which this road passes is famous for the smuggling that is going on there. The Excise Commissioner will bear witness to this fact. The Excise authorities at Piravam have made a recommendation for the completion of this road which would help them very much in the prevention of smuggling. Sir, therefore I would urge that the Chief Engineer should pay special attention to the completion of this road. He must go and inspect the road himself. A question may be asked as to why the Executive Engineers are not asked to go over there. Some three or four of them have inspected and made reports in favour of the completion of the road. Since their recommendations are of no use, I request the Chief Engineer to go over to the place personally and do the necessary works in connection with that. Sir, the next road is one from Ramangalam to Piravam. This also requires the immediate attention of the Chief Engineer because it is also half-completed and only some culverts and a small bridge are to be provided The road is now left wholly unattended to. There is only half a mile between these two roads at a place called Keezhmuri which if connectd will be of immense use to the public.

PRESIDENT: Order, order. Newspapers cannot be read in the House.

MR. K. M. KURIAKOSE (*Muvattupuzha*): Sir, one word with regard to the minor irrigation works that are to be executed. I am of opinion that the existing minor irrigation rules are of no use to the agriculturist as such. I think in fact this is not what is required by the agriculturists generally. They require only small allotments for the annual maintenance of irrigation tanks already existing. Now if a particular work is to be done with regard to the improvement or construction of a *poramboke* tank, the Department takes a long time before the estimate is prepared and the sanction is made by Government according to the existing rules. It is quite inadequate to meet with the need of the occasion. I also have approached Irrigrtion Engineers to urge them on the necessity of completing certain works. They say that according to the rules they must have their own time. There are instances of several such works which are left unfinished for many years. Therefore I urge upon the attention of the Chief Engineer that a change should be effected immediately in the Minor Irrigation Rules. If the rules are so amended as to enable small sums to be allotted for the maintenance of these tanks, I think it would be most valuable to the agriculturists. At present the agriculturists have to contribute half the estimated amounts which are in most cases very much higher then the actual amount required to meet the need of the agriculturist. It is only the P. W. D. contractor that is always benefited and neither the agriculturist nor the Government. With these words, I heartily support the motion.

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MR. M MAHOMED HANEEF (*Nominated*) : In supporting the motion, I wish to bring, to the notice of the Government, the neglected condition of the several branch roads in South Travancore, especially in the Vilavankod taluk. Repeated representations have been made, in the old Sri Mulam Assembly as well as in this House, about the importance of metalling of some of these roads. The only result of these representations has been that two or three new toll-gates have been opened this year. At least after the opening of these new toll-gates, we expected that the Government would make provision for these urgent works in South Travancore but we have been disappointed. I would request the Chief Engineer to inspect these roads and do the needful.

MR. K. PADMANABHAN (*Chirayinkil I*) Sir, I am also inclined to support the motion. The discussion on this motion almost centres round the subject-matter of the discussion on a previous motion of yesterday. Sir, this House will not grudge any amount for the travelling allowance of the Chief Engineer. He has now claimed Rs. 3,500; but I am sure this House will sanction even a larger amount for his T. A., provided he tours sufficiently, comes into contact with the people at large and tries to understand at first hand the dire needs of the rural population. Yesterday, it was possible for me to refer to a few of the urgent needs of my constituency. But, for want of time, I was not able to refer to many of them. I therefore want to utilise this opportunity also for the same purpose.

My honourable friend Mr. S J. Nair referred to the necessity for the construction of the Kallambalam-Karettu road. From an answer to an interpellation given today, I understand that the construction of this road was started in 1930. The total length of the road is only 7 or 8 miles, and the Chief Engineer says that one half of it has been done. Why it has not been completed during the course of these five years is not clear at all. Sir, this is an important road. If completed, it will connect and open out various rural parts between these two places, Kallambalam, Thottakad, Nagaroor, Koduvazhanoor and other places. This road will also connect two busy roads, namely, the M. C. road and the Quilon-Trivandrum road. There are very many big business centres and markets along this tract. I have also to make mention of another road, namely, the Attingal-Dalavapuram road. Here also 90 per cent. of the work has been finished. This road, if completed, will open out the interior of the Chirayinkil taluk.

Sir, the Chief Engineer, I find, is noting down the names of all the roads that are referred to here by the members. Naturally he is not able to distinguish between what is urgent and what is not urgent. (*Hear, hear*). I made representations about the very same road during the last budget session and I saw the Chief Engineer making a busy note of them. Outside the hall he has been kind enough to tell me that he has made a note of my roads and they will be attended to without delay. But I am sorry to say that nothing at all has been done so far. I would request the Chief Engineer to consider our representations carefully, to execute the work one after another according to urgency, and never to leave works incomplete.

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MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : In supporting the motion, I wish to bring to the notice of Government two facts. It is a very unwholesome policy for the Engineering Department to start a work, to spend some money over it and then to leave it there. That would mean that the money expended would end in sheer waste. Secondly, it is extremely difficult to convince the Government that a certain work is urgent and should be carried out at once. Any amount of representations do not suffice. We have to wait at the gates of several Executive Engineers and of the Chief Engineer. Further, if by repeated representations we manage to convince the Chief Engineer of the urgency and importance of the work, when the particular officer goes away and a new Chief Engineer comes down, we have to reopen the whole question and begin it once again.

I wish to point out, Sir, as an example, the question of the construction of a bridge at Mallappally. When Sir M. Krishnan Nair, one of our former Dewans, came to Mallappally to open a market, he was convinced that a bridge there was absolutely necessary, and promised to do it at once.

MR. N. E. VARUGHESE (*Tiruvalla I*) : May I know the name of the bridge ?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : Yes. Poovanakkadavu bridge at Mallappally.

Nothing was done during Sir M. Krishnan Nair's days, as also in the days of the succeeding three Dewans. Dewan Mr. Austin also visited the place. He too was convinced that the bridge was necessary and that work must be started at once. Actually, provision was made for the purpose in the budget. But it lapsed. Again provision was made, and again it lapsed. During the year before the last, again some money was allotted for the purpose and some properties nearby, which were necessary for the construction of the bridge, were acquired. We were naturally expecting that at least this year provision will be made for this work. Sir, the Director of Public Instruction, I am sure, will testify to the fact that there are a number of schools in the locality, many primary schools, the pupils of which will have to cross the river.

MR. N. E. VARUGHESE (*Tiruvalla I*) : Is there not a High School also on the other side of the river ?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : There is ; there is also a very busy market within about a furlong from the place.

MR. N. E. VARUGHESE (*Tiruvalla I*) : What is the distance between this locality and the Changanachery market ?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : I am not sure. I think it is 12 miles.

PRESIDENT : You go on, please, Mr. Sivaraman Nair.

MR. R SIVARAMAN NAIR (*Tiruvalla II*) : Sir, about a month ago, we prayed for an opportunity to wait upon the Dewan, in deputation, to represent our grievances in this matter. Sanction was accorded to us but unfortunately, the letter communicating the sanction reached us only a

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few days after the date that had been fixed for the purpose. Perhaps that is why provision has not been made in the budget now before us. Sir, this bridge is absolutely necessary; and I request the Government to construct it as early as possible.

PRESIDENT: Members, other than the mover of the motion and the official member in charge, have only five minutes each.

Mr. R. SIVARAMAN NAIR (*Tiruvalla II*): I would like to make a reference to the roads in my constituency. Last year, when Mr. Varughese referred to this matter, the Chief Engineer remarked 'Well, you have the largest number of miles of road in your taluk why do you complain?" It is true, Sir, that we have a good number of roads. But that is not a matter for the Chief Engineer to gloat over. They have all been constructed by us. In most cases we have given the land required, free of any compensation. In fact, there are several roads which we have constructed and which have not yet been taken over by the department for maintenance. Sir, it was not very difficult for us to construct these roads, but to maintain them year after year is really very difficult. During the monsoon, all these roads look like streams of mud. When we have undertaken the trouble to open these roads, the Government shold not certainly grudge to maintain them. I would request the Chief Engineer to visit my constituency and to drive along these roads; but only if he has insured his life, because it is not quite safe to motor along these roads.

At this stage, the President left the hall and the Deputy President took the chair.

(Some members were found talking to one another.)

DEPUTY PRESIDENT: I fear I may find it necessary to *name* particular members. I suppose the House knows what '*naming*', in this connection, means.

Mr. K. M. KRISHNAN (*Ambalapuzha II*): ചീഫ് ഇഞ്ചിനീയരുടെ സഞ്ചാരപ്പട്ടിയിൽ ഒരു ശുപാ കൂടുണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാനും പിൻതാങ്ങുന്നു. ഗവണ്മെൻറിന് നിന്നും പബ്ളിക് വർക്ക്സ് ഡിപ്പാർട്ടുമെൻറിലെ ഉപയോഗത്തിനായി അനേകായിരം ശുപാ ഓരോ കായ്ങ്ങൾക്കായി ആണ്ടുതോറും നീക്കിവയ്ക്കുകയും അതിനെ ഓരോ സംഗതികൾക്കായി ചിലവാക്കുകയും ചെയ്യുന്നു. എന്നാൽ ജോലികൾ മുഴുവൻചെയ്തു പൂർത്തിയാക്കാതെ ഇട്ടുകളയുന്നതുകൊണ്ട് അനേകായിരം ശുപാ ഗവണ്മെൻറിന് നഷ്ടംവരുന്നു എന്നു മാത്രമല്ല ജനങ്ങൾക്ക അതുനിമിത്തം വളരെ സങ്കടത്തിനും വലിയ നഷ്ടത്തിനും കാരണമായും തീരുന്നുണ്ട്.

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അതിനു ദൃഷ്ടാന്തമായി രണ്ടുമൂന്നു സംഗതികൾ ഇവിടെ എടുത്തു പറയാം. ഒന്നാമതായി പറയുവാനുള്ളതു് ആലപ്പുഴ-ചേർത്തല തോടിനെ സംബന്ധിച്ചാണു്. മൂന്നുലക്ഷത്തിൽപരം രൂപാ ചിലവാക്കി ആലപ്പുഴനിന്നു മൂന്നുമൈലും ചേർത്തലനിന്നു മൂന്നുമൈലും തോടുകുഴിച്ചു് സഞ്ചാരസൌകര്യം ആക്കിയിരുന്നു. ഈ മൂന്നുമൈൽവീതമുള്ള തോടുകൾ തന്നെ ഇപ്പോൾ എത്രമാത്രം സഞ്ചാരസൌകര്യമുള്ളതാണെന്നാണു് നോക്കേണ്ടതു്. ഇപ്പോൾ ഓരോ ഭാഗത്തും ഒന്നരമൈൽ ദൂരത്തിൽ കൂടുതൽ തോടു ഉപയോഗയോഗ്യമായിട്ടില്ല. ബാക്കി അതുകളും മണ്ണുവന്നു നികന്നു തോടുണ്ടാക്കുന്നതിനുമുമ്പുള്ള സ്ഥിതിയിൽ ആയിരിക്കുന്നു. തോടിന്റെ ഇരുവശവുമുള്ള വസ്തുഉടമസ്ഥന്മാരുടെ നാളികേരവൃക്ഷങ്ങൾ മുഴുവൻ നശിച്ചുപോയിരിക്കുന്നു എന്നുള്ളതാണു മറ്റൊരു സംഗതി. തോടു കരയെക്കാൾ താഴ്ന്നുകിടക്കുന്നതിനാൽ കരയിലുള്ള വെള്ളം മുഴുവനും ഊറി തോട്ടിൽ ഇറങ്ങുന്നതുകൊണ്ടാണു വൃക്ഷങ്ങൾ ഇങ്ങനെ നശിക്കുന്നതു്. വൃക്ഷങ്ങൾക്കു വളംചെയ്താൽ ഊറി തോട്ടിൽ പൊയ്പോകും. ആ പ്രദേശത്തു ഒരൊറ്റ നാളികേരവൃക്ഷവും ഫലമുള്ളതായി കാണുന്നില്ല. ആ പ്രദേശത്തുള്ള ജനങ്ങളുടെ പ്രധാന ആദായമാർഗ്ഗം ഈ നാളികേരവൃക്ഷങ്ങളാണു്. ഈ തോടിന്റെ ജോലി പൂർത്തിയാക്കിയാൽ കായലിൽനിന്നും ഏറ്റവും ഇറക്കവും ഉണ്ടാകുന്നതും അപ്പോൾ തോട്ടിന്റെ ഇരുകരയിലുമുള്ള ഭൂമികൾക്കു മുമ്പുപറഞ്ഞ ദോഷങ്ങൾ ഇല്ലാതാകുകയും ചെയ്യുന്നതാണു്. കൂടാതെ ഈ തോട്ടിന്റെ പണി പൂർത്തിയാക്കുന്നതായാൽ കച്ചവടത്തിനും വളരെ സൌകര്യം ഉണ്ടാകുന്നതാണു്. വർഷകാലത്തു പലപ്പോഴും കായലിൽ വള്ളം മുങ്ങുന്നുണ്ടു് എന്നുള്ള വർത്തമാനം പത്രങ്ങളിൽ കാണുന്നുണ്ടു്. ഈ തോടിന്റെ പണി പൂർത്തിയായിരുന്നുവെങ്കിൽ വർഷകാലത്തു വള്ളങ്ങൾക്കു തോട്ടിൽക്കൂടി സഞ്ചരിക്കാവുന്നതും അതുനിമിത്തം വള്ളങ്ങൾക്കുണ്ടാകാവുന്ന അപകടങ്ങൾ നീങ്ങുന്നതുമാണു്.

അടുത്തതായി മടയാംതോടിനെപ്പറ്റിയാണു് എനിക്കു പറയുവാനുള്ളതു്. ൫൦,൦൦൦-ത്തിൽ ചിലപ്പോൾ രൂപാ ഇതിലേക്കുവേണ്ടി ചിലവായിട്ടുണ്ടു് എന്നു ചീഫ് എഞ്ചിനീയർ ഒരു ചോദ്യത്തിനു മറുമടി പറഞ്ഞു. വെട്ടിയതോടു് ഇപ്പോൾ തോടുവെട്ടുന്നതിനു മുമ്പത്തെപ്പോലെ തന്നെ നികന്നു കിടക്കുകയാണു്. മുമ്പു ചിലവാക്കിയതിന്റെ ഇരട്ടിതുക എങ്കിലും ഇനിയും ചിലവാക്കിയാൽ അല്ലാതെ ഈ തോടു ഇനി വെട്ടിത്തീർക്കാൻ സാധിക്കുകയില്ല. തോടു തുടർച്ചയായി വെട്ടിയിരു

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[Mr. K. M. Krishnan.]

ന്ന എങ്കിൽ പതിനായിരം രൂപക്കുടി ചിലവാക്കി തോടിന്റെ ജോലി മുഴുവൻ ഭംഗിയായി തീർക്കാമായിരുന്ന. ആ സംഗതിയിൽ വേണ്ടത്ര ശ്ര ദ്ധപതിച്ചിട്ടില്ല എന്നുള്ളതാണ് എനിക്കു ഗവണ്മെൻറിന്റെ ദൃഷ്ടി യിൽ കൊണ്ടുവരാനുള്ളത്. ഒരു സ്ഥലത്തു അപ്പോഴപ്പോൾ നടക്കുന്ന വേലകൾ നേരിട്ടുകണ്ടു മനസ്സിലാക്കാൻ ചീഫ് എഞ്ചിനീയർ ആ സ്ഥ ലത്തു പോകേണ്ടതാവശ്യമാണ്. മൂന്നലക്ഷം രൂപാ എന്നു പറയുന്നതു നിസ്സാരമായ ഒരു തുകയല്ല. അത്രയുംതുകകൊണ്ടു ജനങ്ങൾക്കോ ഗവ ണ്മെൻറിനോ യാതൊരു പ്രയോജനവും ഉണ്ടായിട്ടില്ല.

ചങ്ങനാശേരിയിൽനിന്നും ആലപ്പുഴയ്ക്കുള്ള ഒരു തോട് നേയുംറോ ഡിനേയും സംബന്ധിച്ചാണ് ഇനി എനിക്കു പറയുവാനുള്ളതു്. ചങ്ങ നാശേരിയും ആലപ്പുഴയും തമ്മിൽ യോജിപ്പിക്കുന്ന ഒരു തോടും അതി ന്റെ കരയിൽ ഒരു റോഡും ഉണ്ടാക്കണമെന്ന ഗവണ്മെൻറ് തീരുമാനി ക്കുകയും അതിന്റെ പ്രാരംഭച്ചിലവുകൾക്കായി ഏഴായിരത്തിൽപരം രൂപാ വിനിയോഗിക്കുകയുംചെയ്തു. എഴായിരം രൂപാ എന്നു പറയുന്നതു് ഇന്നത്തെ നിലയ്ക്കു എഴുപതിനായിരമോ അതിൽ കൂടുതലോ ആയി ക ണക്കാക്കാവുന്നതാണ്. ഇങ്ങിനെയുള്ള സംഖ്യകൾ പലപ്രാവശ്യവും പല സ്ഥലത്തും ചിലവാക്കിയിട്ട് അതിനെ ഉപയോഗയോഗ്യമാക്കാതെ വേല കൾ ഇട്ടുകളയുന്നു. ഈ നയത്തെ പരിഹരിക്കാൻ ശ്രമിക്കേണ്ടതാണ്.

ചേർത്തല-ആലപ്പുഴത്തോട്ടിൽ കൊമ്മാടിയിൽ ഒരു പാലം വേ ണമെന്ന പലപ്രാവശ്യവും ആവശ്യപ്പെട്ടു. ഇതുവരെ സാധിച്ചുതന്നിട്ടി ല്ല. അനേകം സ്കൂൾകുട്ടികളും തൊഴിലാളികളും മറ്റും തോട്ടുകടന്നു ഗ താഗതംചെയ്യുന്നുണ്ട്. വർഷകാലങ്ങളിൽ പല അപകടങ്ങളും ഉണ്ടാ കുന്നുണ്ട്. അതിനാൽ ഈ പാലം പണിയിച്ചുതരുന്ന സംഗതിയിലും ഗവണ്മെൻറിന്റെ ശ്രദ്ധ ഉടൻ പതിയേണ്ടതാണ്.

MR. S. NILAKANTA PILLI (*Chirayinkil II*): Sir, I am glad to support the motion. In these days of economic depression, unless the Government realise the truth of the cry of the people for more roads, irrigation tanks, etc, it is not possible for them to allot sufficient funds for the construction of these works. If the Chief Engineer had travelled sufficiently throughout the country, he would have actually witnessed the conditions of the people suffering from want of roads and want of irrigation tanks, and he would then have made very strong recommendation to Government for making provisions for the construction of roads, etc. But though the people of Travancore make representations that the Government should allot more funds for the construction of roads in the village parts, Government seem not to have taken sufficient care of the people in the villages.

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Sir, my constituency has not been behind-hand in making representations; but unfortunately for the people,almost all the representations made by them are remaining without any attention being paid to them. There are some ten traces in the Chirayinkil taluk the investigation of which has been taken by the Government so early as 1929. With regard to some of these, the investigations have already been completed; and with regard to some others, estimates have been prepared and allotments made in the previous budgets. But they were allowed to lapse. With regard to some four roads, the construction has been undertaken by Government so early as 1930, but only certain sections of the roads have been completed. Certain other sections remain to be completed. The two roads, namely, the road from Kallambalam to Karettu and also the road from Attingal to Dalavapurom have been referred to by Mr. S J. Nair and also by Mr. K. Padmanabhan. So I do not refer to them except the fact that they are part-finished roads and the people experience great hardships on account of the incomplete stage. There remain two other roads. The one leading from Kilimanur to Madavoor has been almost completed except for a bridge which will cost only a small sum. Then there is the Aiyrur road. There also some portion has been completed and a combined bridge and dam has been constructed. If the Government and the Chief Engineer will attend to the conversion of these traces into cart roads, I think the requirements of the people, so far as the roads are concerned, will be met.

I must say a word about irrigation tanks. In my taluk if some irrigation tanks have been improved and if also some dams are constructed, I think there will be no necessity on the part of the people of Chirayinkil to ask for remission of land tax. On account of the want of dams, especially one at Korattumoola in Manamboor pakuthi, during the rainy season the fields nearby are flooded. The people have been making representations in regard to it, but nothing has been done so far. If the irrigation tanks also were attended to and improved, my taluk will not suffer from drought. Sir, my taluk is being indifferently treated with regard to the construction of irrigation tanks. For the last six or seven years, not a single pie has been spent on account of protective irrigation works in Chirayinkil taluk. In answer to a question, the Chief Engineer, during the last budget session, answered that some sixty to eighty tanks were improved in Neyyattinkara taluk; some 30 tanks in Trivandrum and some four or five in Nedumangad. Yet the Government or the Chief Engineer were not prepared to spend a single pie in the Chirayinkil taluk for the improvement of irrigation tanks.

MR. S. J. NAIR (*Nedumangad*) : Sir, a word of personal explanation. Not a single pie was spent in Nedumangad taluk.

MR S. NILAKANTA PILLAI (*Chirayinkil II*): The other day, when a question was put to the Chief Engineer regarding a tank in the Chirayinkil taluk, he said that the matter was being investigated. If these tanks and dams are constructed and improved, then there will be no difficulty for the agriculturists of Chirayinkil in cultivating their fields.

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[Mr. S. Nilakanta Pillai.]

Then a word about the school buildings in Chirayinkil taluk. There is the school building at Ayalom, another at Nagaroor and a third at Perumathurai.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, may I know how education buildings come under this motion?

MR S. NILAKANTA PILLAI (*Chirayinkil II*): Every building comes under this motion; because, they are constructed by the Engineering Department.

(Several members stood up to speak.)

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): I have not yet finished my speech

DEPUTY PRSIDENT: Members rose with the idea that Mr. Nilakanta Pillai had sat down, and I also thought that he sat down. Now that he has not sat down, let him continue.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): The Chief Engineer and the Director of Public Instruction should co-operate and think of favouring the taluk of Chirayinkil with some amounts for the construction of these buildings.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, I rise to support the motion. In this connection, I also desire to draw the attention of the Chief Engineer to some roads in my constituency, the Kunnatnad constituency. I propose to refer only to three village roads. The first is the Kuvappady Perumpavur village road. The next is the Kodanad—Thannipuzhai village road and the third is the Karunpampady —Kodanad village road.

MR. S. CHTTANATHA KARAYALAR (*Shencotta*): May I know, Sir, whether the Chief Engineer is making a note of these roads?

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): I do not know, Sir.

DEPUTY PRESIDENT: I may say that the Chief Engineer, as the member representing Government, may take notes of the demand for these roads and other works according to his discretion. I can certainly understand Mr. Karayalar's anxiety. That is another matter.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): The Government, Sir, have been spending some small amounts on these village roads for a long time. But there is practically no effect. The roads continue to be as dirty and as unusable as before. The Kuvappady—Perumpavur village road, if improved, would be very useful in the rainy season. The main road that goes from Malayattur to Perumbavur is inundated for about 30 to 40 days in the year. But this village road, if improved, would not be inundated, and it is much shorter and it enables students to go to the school much more easily. The nearest English school is at Perumbavur and a distance of only two miles will have to be covered from Kuvappady to Perumbavur if you go by this short cut. If the

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culverts are built and a small bridge is constructed at a cost of about Rs. 400, this road would be very convenient to the people of the locality. I have already referred to the two other village roads. I have been calling the attention of the Chief Engineer to these roads during the course of the two last budget speeches.

MR. A. THANU PILLAI (*Trivandrum-Rural*): With what result, may I know ?

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*) : With absolutely no result. That is why I refer to them once again.

Then about two minor irrigation works. One is the Ranjethu *chira* in Cheranallur *pakuthi* and the other is a small anicut across the Mudakkuzhai canal. There was provision for improvements to the *chira* in the last year's budget. A sum of Rs. 2,200 was provided for the purpose. I found in the Gazette the estimate of the works that were going to be executed. This estimate was published in three or four successive issues of the Travancore Gazette this year but no work has been done so far.

Then about the Mudukkuzhai Vengeor canal. I would submit that an area of about one hundred acres of land, that is 700 *paras* of paddy fields, could be cultivated successfully, if only a small dam is built across the canal at Mudakkuzhai. The cost of the dam would be only Rs. 800 to Rs. 1,000. That is what an Assistant Engineer told me on my consulting him. It is a *poramboke* canal ; and if only it is dammed at a certain place, this large area could be cultivated successfully. I beg to draw the attention of the P W. D. to this fact. I hope, Sir, that if only the Chief Engineerwould visit the place he would be convinced of the absolute necessity of undertaking the construction of these village roads and these two minor irrigation works.

DEPUTY PRESIDENT . The House will now adjourn and meet again at 2 O'clok.

The House rose for lunch at 1 P. M., and met again at 2 P. M. with the Deputy President in the Chair.

MR. N. K. KRISHNA PILLAI (*Neyyattikara I*) : Sir, in supporting the motion, I would also like to point out in the first place the extreme callousness of the Department in providing roads and other means of communication for the Neyyattinkara taluk. This matter was raised at the time of the Budget discussion. Recently during the relief work undertaken in connection with the Malaria epidemic in my taluk, we had occasion to realise the great difficulties we had to undergo for want of sufficient means of communication. We found it very difficult to convey provisions for the use of the patients. There are also cases in which patients could not be visited for want of means of communication. So much so that even some of the officers who were in charge of the relief operation told me, "Sir, we were till now under the impression that your taluk is well supplied with roads. But now we see that our impression is quite wrong." My submission is that the Chief Engineer will at least hereafter see that the needs of the rural areas are satisfied by making sufficient provision for means of communication. Sir, I searched in vain through the budget to see what provision has been made for improving the means of communication in my taluk. Not a single pie has been provided in the budget for this purpose.

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[Mr. N. K. Krishna Pillai.]

A word about minor irrigation. One of the most important proposals of the Minor Irrigation Committee was so to amend the existing Regulation as not to make the ryots liable for half the contribution hereafter. I do not know what Government have done in respect of that recommendation. Government were prepared to accept some of the recommendations of the Committee such as separation of the Irrigation branch from the General P. W. D. Though this has cost additional expenditure, it has not resulted in any additional advantage to the public.

Till some time back we had an Irrigation Sub-Division Officer in our taluk of course in view of the great number of minor irrigation works in the taluk. Subsequently his headquarters was shifted to Trivandrum. We made some complaint about that even then. But now we see that not only the Irrigation Division Office but also the Sub-division Office have been stationed at Quilon. I ask the Chief Engineer what justification he has to shift the Sub-division Office to Quilon. A man from Tuckala or Agastisvaram has to go all the way to Quilon to see the Sub-division Officer I, therefore, request Government that the Sub-division Office be shifted to Neyyattinkara or at least to Trivandrum.

Yesterday a question was asked by one of the members about the condition of the M. S. road. The Alleppey—Quilon road was mentioned as an instance of the negligence of the Department. Now I ask the Government just to look at the M. S. road which runs through the capital. I think Mr. Pacode Narayana Pillai made a pointed reference to this road yesterday. The M. S. road is in a most hopeless condition. The Chief Engineer said that action was being taken. I do not know what action has been taken. No action has yet materialised. I think he will ask us "to wait and see."

I would next commend to Government a modest recommendation made by one of my friends in the course of the general budget discussion. Mr. Paramesvara Aiyar suggested the formation of a committee for each taluk consisting of officials and non-officials to consider and recommend the public works and irrigation works necessary for each taluk in the order of urgency. He also stated that a separate amount should be earmarked for each taluk for the purpose. It appears to me to be a very useful proposal which the Government should seriously consider.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): Sir, I beg to support the motion My friend Mr. Thanu Pillai asked me what exactly was my opinion as a commerce member about the condition of these roads. I told him that so far as local needs are concerned, I am in the same position as the member for Trivandrum. There are certain time-honoured and well-established policies in the Engineering Department which came into existence long before the present Chief Engineer took charge. The first is half begun is well done "(*Laughter*)." I will illustrate it by an example. That is to say, people

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who go to Ramesvaram during the *Adi Amavasi* day, according to tradition, have to have a shave before taking a bath. On this occasion the number of piligrims runs to thousands. As barbers and razors are limited, each barber ear-marks a piligrim by shaving a portion of the head. So that each piligrim who comes from Ramesvaram will be known by the shaving of the head. (*Laughter*) !

DEPUTY PRESIDENT: The simile is quite expressive though not quite parliamentary.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*) : It is only an analogy. As Mr. Asan pointed out, from Cape Comorin to North Travancore, we have incomplete works started years ago. There is one Perunjanai Irrigation Scheme started at the time of Mr. Barton, nearly 50 years ago. About Rs. 1½ lakhs were spent on it. Still it is incomplete.

The second policy is, "never leave a thing in good condition." That is what is known as the theory of replacement in industrial economics. In the days before the War, a car was designed to run three hundred thousand miles. To-day a car is guaranteed to run only a thousand miles. If a car were designed to run three hundred thousand miles, then the motor industry will collapse. Therefore, the policy of the department is never to have a thing in proper condition. That is why we find that even in Trivandrum there are cracks in a number of institutions. (*Laughter.*)

DEPUTY PRESIDENT: You mean the institutions or the buildings in which the institutions are housed ?

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*) : All are combined together. (*Laughter.*)

The question is whether heads of departments should go to every nook and corner for inspecting buildings roads etc. We members come from different places and we know where our shoe pinches. We come here and tell the heads of departments where our shoe pinches. They must be guided by our suggestions. Otherwise the heads of departments must walk through all the places and know where the shoe pinches. I support the motion of my friend.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : Sir, it has become an unavoidable necessity for me to speak on this motion lest the interests of my constituency should go by default and lest my constituency accuse me of indifference when members of other constituencies have spoken.

DEPUTY PRESIDENT: This House is not concerned with that.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : Sir, I thought it was necessary.

Sir, reference was made by Mr. Chidambaram Pillai about the Trivandrum town member. I am afraid he does not quite remember that I do not represent the town of Trivandrum now. I did so on a former occasion.

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MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): I take it that Trivandrum is in the Trivandrum Division.

MR A. THANU PILLAI (*Trivandrum-Rural*): Representing the interests of the Trivandrum town is quite different from representing the interests of the Taluk of Trivandrum. Sir, because the town of Trivandrum is situated in the Taluk of Trivandrum, the taluk has suffered considerably. No doubt, a lot of money is allotted to the Trivandrum Division, but by far the largest proportion practically nine tenths of the amount is consumed by the town of Trivandrum.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Does the member wish the Capital to be shifted?

MR. A. THANU PILLAI (*Trivandrum—Rural*): That question does not arise. My complaint is this. Even though large amounts are provided in the budget for the Trivandrum Division, the major portion of the provision is spent in the town itself with the result that the rural areas are very badly neglected. I am exactly in the position of my friend Mr. Damodaran Asan or any other member who comes from the rural areas. For many years, very few roads have been opened in my constituency, not because we do not want more roads or that there are enough roads in the taluk. In the Trivandrum taluk, you will find that very many thickly populated places are in need of roads. For want of a road a mile long, one has to travel often ten miles in a bandy. It is a mistake to suppose that the southern taluks are full of roads. In fact, it is not so. It is an incorrect impression in the minds of those who come from North Travancore that large sums of money are spent here.

RAO SAHIB S PARAMESVARA AIYAR (*Nominated*): Are there not roads where even bandies cannot go?

MR. A. THANU PILLAI (*Trivandrum—Rural*): Most of our roads are exactly in that condition except a few trunk roads. Not only bandies, but even pedestrians cannot go along these roads.

There is one road in the Thonnakal *pa'uthi* called the Kozhimata road. Almost every day I get a letter telling me the way in which it is being neglected. Part of it has been repaired, but even that part is not kept in good condition.

Mr. S. J. Nair referred to some traces. I want to refer to one, that is, from Koravankonam to the cattle-farm. It was a trace when I was born. it remains a trace even now. It is so close to the town and it passes through very thickly peopled area. Nobody takes note of it.

In this connection, I would also refer to works under minor irrigation. I should bring to the notice of Government that, even though there is a large staff of one Executive Engineer, three Assistant Engineers and a large number of Supervisors, the amount provided for minor irrigation is only Rs. 3 lakhs. I wonder why there should be this large staff when the allotment is so small. I should urge upon the attention of Government the necessity of providing more funds under that head.

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Mr. N. E. VARUGHESE (*Tiruvalla I*): : സർ, റോഡുകളുടേയും തോടുകളുടേയും സമുദ്ധിമൂലം തിരുവിതാംക്കൂറിൽ പാലങ്ങളുടെ ആവശ്യകത വർദ്ധിച്ചിട്ടുണ്ടെന്നുള്ളതിനു യാതൊരു സംശയവുമില്ല. ഏതു പാലത്തിനാണു മുൻഗണനകൊടുക്കേണ്ടതെന്നുള്ളതു നിർണ്ണയിക്കാൻ തിരുവിതാംക്കൂർ ഗവണ്മെന്റിനു യാതൊരു സ്ഥിരമായ നയവുമില്ലെന്ന വ്യസനസമേതം പറയേണ്ടിയിരിക്കുന്നു. സ്വാധീനശക്തിയാണു പാലങ്ങൾ ലഭിക്കുവാനുള്ള മാനദണ്ഡം. ഉൾനാടുകളിലുള്ള ആളുകൾക്കു സ്വാധീനബലമോ മുറവിളിക്കു ഉച്ചമോ ഇല്ലാത്തതുകൊണ്ടു അവരുടെ കാര്യം ഗ്രഹിക്കുന്നതിനു ആരുംതന്നെയില്ല. അതിനാൽ ജനബാഹുല്യംകൊണ്ടും മറ്റും ഇന്നയിന്ന പാലങ്ങൾക്കു മുൻഗണന കൊടുക്കണമെന്നു നിശ്ചയിക്കുന്ന ഒരു പദ്ധതി ഉണ്ടാകേണ്ടതു് അത്യാവശ്യമായിരിക്കുന്നു. അങ്ങിനെ ഒരു പദ്ധതിയുണ്ടാകുന്നതുവരെ ജനങ്ങളുടെ മുറവിളി വർദ്ധിച്ചുകൊണ്ടിരിക്കുകയേ ഉള്ളു.

ഞാൻ പ്രതിനിധീകരിക്കുന്ന തിരുവല്ലാതാലൂക്കിൽ പ്രകൃതിയുടെ വികൃതിത്തരംകൊണ്ടോ മറ്റേതെങ്കിലും തരമായ സന്മനസ്സുകൊണ്ടോ ധാരാളം കടത്തുകടവുകളുണ്ടു്. തിരുവല്ലാതാലൂക്കിൽനിന്നും പള്ളിക്കൂടങ്ങളിൽ പോകുന്ന കുട്ടികൾ മറ്റുതാലൂക്കുകളെ അപേക്ഷിച്ചു വളരെ കൂടുതലാണു്. അവരുടെ ആവശ്യത്തിനായി പല പാലങ്ങളും തീരാനുണ്ടു്. അവയിൽ പുളിക്കീഴ്, പന്നായി, കോഴഞ്ചേരി, പൂവനക്കടവു് ഈ പാലങ്ങളാണു് പ്രധാനം. ഈ സംഗതിയിൽ ഗവണ്മെന്റു ഉടൻ വായിൽ ശ്രദ്ധിക്കണമെന്നപേക്ഷിച്ചുകൊണ്ടു ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിച്ചുകൊള്ളുന്നു.

Mr. M. SIVATANU PILLAI (*Tovala*): Sir, I very strongly oppose the motion. I do not understand why there must be so much talk on the motion for a reduction of one rupee from the travelling allowance of the Chief Engineer. Instead of reduction, we southerners would pay more and more to the department. My experience in my part of the country is entirely different. From the budget of the department, we see that there is a steady fall in the allotments for the Nagercoil Division from the year 1100 till the current year. Speaking on the strength of this steadily decreasing allotments for the Southern Division, South Travancore contributes more to the maintenance of the department. There is also another factor, *viz*, contribution from tolls from South Travancore. The Chief Engineer was going about and saying excellently that he got over a lakh from tolls more than what he got for this year. The increase in the realisation of tolls is only from South Travancore. I should think, if there is a toll revenue amounting to Rs. 7 lakhs in the whole State, more than Rs. 3 lakhs must be from South

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[Mr. M. Sivatanu Pillai.]

Travancore. Secondly, it is known to everybody that South Travancore is the only country that pays the heaviest land-tax in the whole of India. There is a third point which may not be known to the members of this House and that is that the ryots of Nanjinad are compelled to contribute to the maintenance of Maistries particularly in this period of extreme drought. In Nanjinad it is provided that every owner of one acre of paddy land must contribute one rupee towards contribution to Maistries, even in this period of depression, as otherwise he will lose water for irrigating his fields. Not only these peculiarities about the Nagercoil Division of less and less allotments with more contributions both direct and indirect; there is also another peculiarity, namely, the roads there are recently treated with molasses got from Sugar Factory or spirit-wash from Distillery to avoid dust in the roads. Perhaps this may be prelude to make use of alcohol replacing the above and its consumption in large quantity by the said Division. What I wish to point out is that, in spite of the large contribution from South Travancore—though we are not clamouring for roads not because there is no necessity but it will be seen that the Chief Engineer himself is convinced of them—the amount provided for maintenance and new works is only small and unjustifiably small.

In regard to irrigation, I have to submit one fact. The course of water in the irrigation channels at Nanjinad was from north to south, that is, from the hills towards the sea. As a result of the commendable activities of the Irrigation Department for the last few years, the course of water is now found to be from south to north. When this phenomenon was brought to the pointed attention of the Irrigation Division Officer, he began to advocate the necessity of electricity supply from the Pioneer Company to the Nagercoil Municipality. When he was told that that had nothing to do with the proper maintenance of irrigation channels by removing silt regularly, the Division Officer talked of his engineering feats of pulling an old bridge in some part of North Travancore. Sir, we have grown sick of him and he is also sick of us. That is the position. All that I wish to say is that, in opposing the motion, the Chief Engineer will see that South Travancore is treated properly, fairly in the matter of maintenance grants, periodical allotments as before, and posting of proper men as head of the Division.

MR. M. K. MADAVAN PILLAI (*Karunagapalli*): സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു. തിരുവിതാംകൂർ സംസ്ഥാനത്തു കരുനാഗപ്പള്ളിത്താലൂക്കാണ് ഗതാഗതസൌകര്യത്തിൽ ഏറ്റവും പിന്നോക്കം നിൽക്കുന്നത്. അഞ്ചുകൊല്ലത്തിനുമുമ്പു പടനായർകുളങ്ങരയിൽ നിന്നു മരുതൂർകുളങ്ങരക്കു മൂന്നുമയിൽ നീളത്തിൽ ഒരു റോഡുണ്ടാക്കി. അതിൽ ഒരു പാലവും ഒരു കലുങ്കും ഇല്ലാത്തതുകൊണ്ട് ഇപ്പോഴും സഞ്ചരിക്കാൻ വയ്യാത്തവിധത്തിലാണിരിക്കുന്നത്. അതുപോലെതന്നെ കു

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ലശ്ശേഖരപുരം-ചക്കുവള്ളിറോഡിൽ ഫ ഠ വ ൈ ൽ ഒരു പാലം പണിയിക്കയും അതു അധികം താമസിയാതെ വെള്ളം കൊണ്ടുപോകയും ചെയ്തു. ഈ പാലം എത്രയും വേഗം തീർത്തില്ലെങ്കിൽ ഈ റോഡും ഉപയോഗശൂന്യമാകും. കൊച്ചിറ താമരക്കുളംറോഡ്, ചവറ-ശാസ്താംകോട്ടറോഡ് എന്നിവകളുടെ ശോച്യാവസ്ഥയെപ്പറ്റി പ്രത്യേകം ശ്രദ്ധിക്കണമെന്നും കരുനാഗപ്പള്ളിതാലൂക്കിൽ കൂടുതൽ ഗതാഗതസൌകര്യം നൽകണമെന്നും അഭ്യർത്ഥിച്ചുകൊള്ളുന്നു.

MR. M. K. JANARDANA KAMMATH (*Commerce and Industry, North*) സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു. എനിക്കവിടെ പറയുവാനുള്ളത് അമ്പലുവാ പാലത്തെപ്പറ്റിയാണ്. അമ്പലുവാപ്പുഴയിൽ ഒരു പാലം പണിയിക്കേണ്ടതിന്റെ ആവശ്യകതയെപ്പറ്റി ദീർഘകാലമായിട്ടു ഗവണ്മെൻറിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവന്നിട്ടും ചീഫ് എൻജിനീയർ ഈ പാലം പണി ആരംഭിക്കാത്തതു വളരെ സങ്കടകരമായ ഒരു സംഗതിയാണ്. കുന്നത്തുനാട്ടു, പറവൂർ ഈ താലൂക്കുകളിൽനിന്നും നല്ല ഒരു സംഖ്യ ഗവണ്മെൻറു പ്രതിവർഷം കരമായി ഈടാക്കിക്കൊണ്ടിരിക്കുന്നുണ്ട്. ഇതിനുംപുറമെ ഇൻഡ്യാഗവണ്മെൻറിൽനിന്നും തിരുവിതാംകൂറിലെ മെയിൻറോഡുകൾ നന്നാക്കുന്നതിലേക്കു പെട്രോൾനികുതിയിൽനിന്നും ഒരു നല്ല തുക ആണ്ടുതോറും ലഭിച്ചുംകൊണ്ടിരിക്കുന്ന ഈ കാലത്തു ആദ്യമായി തുടങ്ങേണ്ട ജോലി ഇതായിരുന്നു. ബ്രിട്ടീഷ്ടെറിട്ടറിയിൽനിന്നും നമ്മുടെ നാട്ടിലേക്കു കടക്കുമ്പോൾ പാലത്തിന്റെ അഭാവം യാത്രക്കാർ അനുഭവിക്കുന്നതു് അമ്പലുവായിലാണ്. അമ്പലുവാ ശിവരാത്രിദിവസം അവിടെ കൂടുന്ന ആളുകൾക്കു കണക്കില്ല. അവർ ഈ കടത്തു കടക്കുന്നതിനു എത്രമാത്രം വിഷമിക്കുന്നുണ്ടെന്നുള്ള സംഗതി അവിടെ ചെന്നു കാണുന്നവർക്കുമാത്രമേ അറിയാവൂ. ഈ പാലത്തിന്റെ അത്യാവശ്യകത എത്രമാത്രമുണ്ടെന്നു ബോദ്ധ്യപ്പെട്ടിട്ട് അവിടത്തെ എക്സിക്യൂട്ടിവ് എൻജിനീയർ ഈ ആണ്ടത്തെ ബഡ്ജറിൽ ഈ ഐറ്റം കൊള്ളിച്ചിരുന്നു. എന്നാൽ ഇപ്പോൾ തയ്യാറാക്കിയിട്ടുള്ള ബഡ്ജറിൽ യാതൊരു സംഖ്യയും കൊള്ളിച്ചതായി കാണുന്നില്ല.

DEPUTY PRESIDENT : Have you got definite information of the fact that it was included by the Executive Engineer?

MR. M. K. JANARDANA KAMMATH (*Commerce and Industry, North*) : Yes Sir.

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[Mr. N. E. Varughese.]

അതുകൊണ്ട് ഈ പ്രാലത്തിന്റെ പണി വളരെ അത്യാവശ്യമാണ് എന്നു ഗവണ്മെന്റിനെ അറിയിക്കുകയും ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുകയുംചെയ്യുകൊള്ളുന്നു.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Sir, it was urged by the members that, in the present budget, the allotment under roads in the Public Works Department proper is comparatively less than the last year. A reference to the Budget will show that, we have Rs. 13,02,780 as against Rs. 11,72,273 last year, which is a little over a lakh and quarter. For ferries, we have about Rs. 6,000 more for bridges about Rs. 55,000 more, thus making a total of Rs. 17,75,568 for communications as against Rs. 15,79,746. So, under Communication, there is a net increase of about two lakhs. It will be appreciated from the remarks made by the members of this House that even this is not enough for improving the means of communications. Even if we spend all that money on the roads, from what we have heard today, that certainly would not be enough.

It will be, I think, within the recollection of the Honourable Members that there was an institution called Road Board some years ago. That Board was asked to prepare a list of roads according to priority. They accordingly prepared a long list of roads, but they could not agree as to the priority. The Government asked for proposals regarding a priority list and the necessary recommendations have been sent to Government and are under consideration.

I shall say a word about the lapse of funds. That is generally due to reasons outside the purview of the department. It is very often due to lands not being either handed over to the department or not being acquired. The Public Works department cannot carry on the work until they get possession of the lands. This is mainly the reason for lapse of funds.

MR. A. THANU PILLAI (*Trivandrum—Rural*): With regard to the priority list, may I know whether it is a list prepared for the whole State or for different areas of it?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): For the different areas of the State.

I agree with the members' suggestion that works once budgetted for should not be allowed to lapse. I have had an informal discussion with the Financial Secretary and we have considered an arrangement whereby works that have been budgetted for in one year and which, for some reason or other, could not be carried out during the year, should be treated as works in progress and budgetted for in the next year. this will be further examined and, if found workable, will be submitted for the consideration of Government.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Was that policy adopted in the framing of the next year's budget?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): No.

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There is one thing that I would like to mention. Mr. Velayudhan Pillai made a remark yesterday that the Chief Engineer gave contracts to his friends. I strongly object to any remark like that from a member of a responsible House. He spoke of the Kannalipalam, Kayankulam and the Jagadi bridges. The construction of all these bridges was put up for open tender and the best and the lowest tender that was acceptable was accepted. There has never been and there should never be any such remark made about an officer who has the control of public funds in this manner.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): Sir, a word of personal explanation. By the word "friend" used by me when speaking on the motion of Mr. Asan, it appears I have offended the tender sentiments of the Chief Engineer and with the permission of the Chair, I would like to withdraw that word.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Thank you, Mr. Velaudhan Pillai.

There was a remark made regarding the Thalavadi river that it is silting up. It is a fact that it silted. We have an allotment for that river which is not anything like sufficient to keep it in navigable condition. Except for the lack of funds this year, we could have budgetted for a dredger and that is the only way in which we can keep that river in navigable condition.

DEPUTY PRESIDENT: The time allotted for this Demand is over. This motion and the subsequent motions lapse. I put the Demand to the vote of the House.

Demand No. II - Public Works Department Rs. 47,80,133 was put to the vote of the House and carried.

The Demand was passed and the grant was made.

Motions Nos 161 to 263.

The following motions lapsed on account of want of time:—

MR KAINIKKARA M. PADMANABHA PILLAI:

161. To reduce the allotmeat of Rs. 3,500 for travelling allowance by Re. 1.

MR. M. N. NAIR:

162. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. S. NILAKANTA PILLAI:

163. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. S. NILAKANTA PILLAI:

164. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR T. P. VELAYUDHAN PILLAI:

165. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. T. P. VELAYUDHAN PILLAI:

166. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. T. P. VELAYUDHAN PILLAI:

167. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. T. P. VELAYUDHAN PILLAI:

168. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. T. P. VELAYUDHAN PILLAI:

169. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. R. RAMAN PILLAI:

170. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

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MR. T. K. ALEXANDER :

171. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. EDAVANATT S. PADMANABHA MENON :

172. To reduce the allotment of Rs. 3,500 for travelling allowance by Rs. 5.

MR. V. K. VELAPPAN NAIR :

173. To reduce the allotment of Rs. 3,500 for travelling allowance by Rs. 5.

MR. K. A. NARAYANA PILLAI :

174. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. K. A. NARAYANA PILLAI :

175. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. K. A. NARAYANA PILLAI :

176. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. N. JOHN JOSEPH :

177. To reduce the allotment of Rs. 3 500 for travelling allowance by Re. 1.

MR. S. THIRAVIAM NADAR :

178. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. T. T. KESAVAN SASTRI :

179. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. N. E. VARUGHESE :

180. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. N. E. VARUGHESE :

181. To reduce the allotment of Rs. 3,500 for travelling allowance by Rs. 5.

MR. K. MAHOMED :

182. To reduce the allotment of Rs. 3,500 for travelling allowance by Re 1.

MR. K. P. KRISHNA MENON :

183. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. K. PADMANABHAN :

184. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. R. SIVARAMAN NAIR :

185. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. PACODE A. NARAYANA PILLAI :

186. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. PACODE A. NARAYANA PILLAI :

187. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. PACODE A. NARAYANA PILLAI :

188. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. PACODE A. NARAYANA PILLAI :

189. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. K. R. ELENKATH :

190. To reduce the allotment of Rs. 3,500 for travelling allowance by Re. 1.

MR. N. E. VARUGHESE :

191. To reduce the allotment of Rs. 1,250 for office expenses and miscellaneous by Rs. 5.

MR. N. E. VARUGHESE :

192. To reduce the allotment of Rs. 1,250 for office expenses and miscellaneous by Rs. 5.

MR. K. KUNJUKRISHNA PILLAI :

193. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.

MR. A. S. DAMODARAN ASAN :

194. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.

MR. KAINIKKARA M. PADMANABHA PILLAI :

195. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.

MR. KAINIKKARA M. PADMANABHA PILLAI :

196. To reduce the allotment of Rs 32,024 for Direction by Re. 1.

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MR. N. JOHN JOSEPH :
197. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. M. K. JANARDANA KAMATH :
198. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. A. S. DAMODARAN ASAN :
199. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. M. N. NAIR :
200. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. K. SANKARAN :
201. To reduce the allotment of Rs 32,024 for Direction by Re. 1.
MR. K. SANKARAN :
202. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. R. SIVARAMAN NAIR :
203. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. V. RAMAKRISHNA PANICKAR :
204. To reduce the allotment of Rs 32,024 for Direction by Re. 1.
MR. R. SAMBASIVA AIYAR :
205. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. M. SIVATANU PILLAI :
206. To reduce the allotment of Rs. 32,024 for Direction bo Re. 1.
MR. R. SAMBASIVA AIYAR :
207. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. R. SANBASIVA AIYAR :
208. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. R. SAMBASIVA AIYAR :
209. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. A. S. DAMODARAN ASAN :
210. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. S. CHATTANATHA KARAYALAR :
211. To reduce the allotment of Rs. 32,024 for Direction by Rs 5.
MR. S. NILAKANTA PILLAI :
212. To reduce the allotment of Rs. 32,024 for Direction by Re. 5.
MR. S. NILAKANTA PILLAI :
213. To reduce the allotment of Rs 32.024 for Direction by Rs. 5
MR. S. NILAKANTA PILLAI :
214. To reduce the allotment of Rs. 32,024 for Direction by Rs. 5.
MR. S. NILAKANTA PILLAI :
215. To reduce the allotment of Rs. 32,024 for Direction by Rs. 5.
MR. S. NILAKANTA PILLAI :
216. To reduce the allotment of Rs. 32,024 for Direction by Rs. 5
MR. S. NILAKANTA PILLAI :
217. To reduce the allotment of Rs. 32,024 for Direction by Rs. 5.
MR. S. NILAKANTA PILLAI :
218. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. K. PADMANABHAN :
219. To reduce the allotment of Rs. 32,024 for Direction by Re 1.
MR. P. K. NARAYANA PILLAI :
220. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. P. K. NARAYANA PILLAI :
221. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. K. PADMANABHAN :
222. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. N. K. KRISHNA PILLAI :
223. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.

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MR. N. K. KRISHNA PILLAI:
224. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. M. SIVATANU PILLAI:
235. To reduce the allotment of Rs 32,024 for Direction by Re. 1.
MR. M. SIVATANU PILLAI:
236. To reduce the allotment of Rs. 32,024 for Direction by Re. 1
MR. M. SIVATANU PILLAI:
227. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. M. SIVATANU PILLAI:
228. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. M. SIVATANU PILLAI.
229. To reduce the allotment of Rs. 32,024 for Direction by Re. 1.
MR. K. R. ELENKATH:
230. To reduce the allotment of Rs. 50,524 for Direction by Re. 1.
MR. S. J. NAIR:
231. To reduce the allotment of Rs 53,399 for Direction by Re. 1
MR S J. NAIR:
232. To reduce the allotment of Rs. 53,399 for Direction by Rs. 2.
MR. S, J. NAIR:
233. To reduce the allotment of Rs. 53,399 for Direction by Re. 1.
MR. A. THANU PILLAI:
234. To reduce the allotment of Rs. 53,399 for Direction by Re. 1.
MR. A. S. DAMODARAN ASAN:
235. To reduce the allotment of Rs. 94,104 for establishment by Re. 1.
MR. K. R. ELENKATH:
236. To reduce the allotment of Rs. 31,860 for Sub Division establishment by Re. 1.
MR. A. THANU PILLAI:
237. To reduce the allotment of Rs. 3,49,481 for establishment by Re. 1.
MR. PACODE A. NARAYANA PILLAI:
238. To reduce the allotment of Rs. 73,000 for travelling allowance by Re.1.
MR. A. THANU PILLAI:
239. To reduce the allotment of Rs. 10,000 for Town planning Scheme by Re. 1.
MR. P. K. NARAYANA PILLAI:
240. To reduce the allotment of Rs. 5,07,165 for Original Works by Rs 900.
MR. CHANGANACHERY K. PARAMESVARAN PILLAI:
241. To reduce the allotment of Rs. 6,19,310 for Original Works by Re. 1
MR. S. NILAKANTA PILLAI:
242. To reduce the allotment of Rs, 29,06,917 for Executive by Rs. 5.
MR. S. NILAKANTA PILLAI:
243. To reduce the allotment of Rs. 2,77,000 for Original Works by Rs. 100.
MR, PACODE A. NARAYANA PILLAI:
244. To omit the allotment of Rs. 2,87,100 for Protective Irrigation.
MR. S. J. NAIR.
245. To reduce the allotment of Rs 2,87,100 for Protective Irrigation byRe. 1.
MR. R. SAMBASIVA AIYAR:
246. To reduce the allotmest of Rs. 2,87,100 for Protective Irrigation by Re. 1.
MR. K. R. ELENKATH:
247. To reduce the allotment of Rs. 2,87,100 for Protective Irrigation by Re. 1.
MR. A. THANU PILLAI:
248. To reduce to allotment of Rs. 2,87,100 for Protesctive Irrigation by. Re. 1-
MR. N. K. KRISHNA PILLAI:
249. To reduce the allotment of Rs. 2,87,100 for Protective Irrigation by Re. 1.

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MR. S. THIRAVIAM NADAR :

250. To reduce the allotment of Rs. 35,730 for Irrigation Capital Account by Rs.10

MR. A. THANU PILLAI :

251. To reduce the allotment of Rs. 87,242 for Willingdon Water Works by Re. 1.

MR S. CHATTANATHA KARAYALAR :

252. To reduce the allotment of Rs. 2,53,000 for water Supply to the Municipal Towns of Alleppey, Nagercoil and Shencotta by Re. 1.

MR. A. THANU PILLAI :

253. To reduce the allotment of Rs. 5,30,000 for the Trivandrum Drainage Scheme by Re. 1.

MR A. THANU PILLAI :

254. To omit the allotment of Rs. 30,000 for water works premises.

MR. A. THANU PILLAI :

255. To omit the allotment of Rs. 25,000 for reconstruction and extension of Water Works Office.

MR. R. SAMBASIVA AIYAR :

256. To reduce the allotment of Rs. 13,46,100 for Capital Expenditure not charged to Revenue by Re. 1.

MR. S. J. NAIR :

257. To reduce the total allotment of Rs. 47,80,133 under Demand II by Re 1.

MR. S. J. NAIR :

258. To reduce the total allotment of Rs. 47,80,133 under Demand II by Re. 1.

MR. S. J. NAIR :

259. To reduce the total allotment of Rs. 47,80,133 under Demand II by Re. 1.

MR. S. J. NAIR :

260. To reduce the total allotment of Rs. 47,80,133 under Demand II by Re. 1.

MR. S. J. NAIR :

261. To reduce the total allotment of Rs. 47,80,133, under Demand II by Re. 1.

MR K. M. KRISHNAN :

262. To reduce the total allotment of Rs. 47,80,133 under Demand II by Re. 1.

MR. S. NILAKANTA PILLAI :

263. To reduce the total allotment of Rs. 47,80,133 under Demand II by Rs. 5.

DEMAND III—EDUCATION.

MR. C. V. CHANDRASEKHARAN (*Ag. Director of Public Instruction*) : Sir, I move for a grant not exceeding Rs. 47, 69, 866 under Demand III - Education.

Motion No. 264.

The following motion was not moved as the member was absent :—

MR. S. THIRAVIAM NADAR :

264. To omit the allotment of Rs. 3,136 for Personal Assiatant

Motion No. 265.

The following motion was not moved:—

MR. S. NILAKANTA PILLAI :

265. To reduce the allotment of Rs. 2,700 for Financial Assistant by Rs. 5.

Motion No. 266.

The following motion was not moved as the member was not present: —

MR. S. THIRAVIAM NADAR :

266. To omit the allotment of Rs. 2,100 for Manager.

LIBRARY ARCHIVES Kerala Legislative Assembly